RELATED PLANS, PROGRAMS & LEGISLATION

State law places the General Plan atop the hierarchy of land use planning regulations. Several local ordinances and other City plans must conform with General Plan policy direction and work to implement the Plan. Also, regional governmental agencies, such as the Southern California Association of Governments and the South Coast Air Quality Management District, have been established in recognition of the fact that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as air quality, transportation and housing needs have resulted in the adoption of regional plans. The policies that Riverside adopts are affected by these plans. The following paragraphs describe laws, ordinances, plans and programs to be considered in association with the General Plan in development and planning decisions.

FEDERAL PLANS, PROGRAMS & LEGISLATION

National Flood Insurance Program (NFIP)

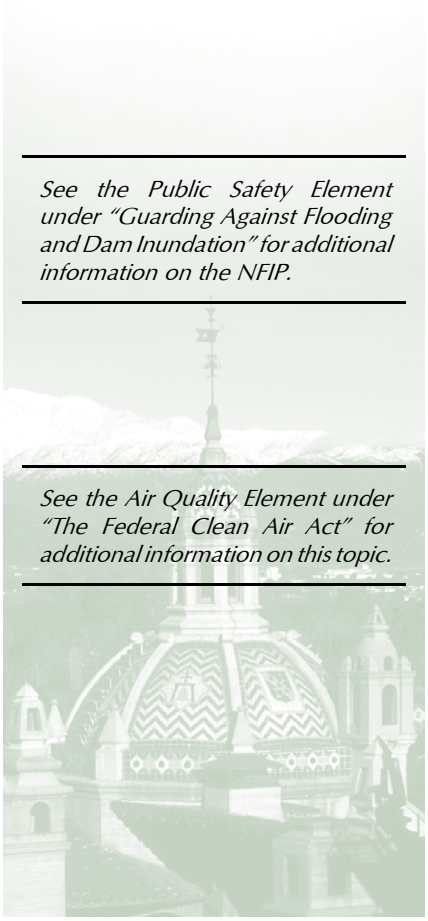
Riverside participates in the National Flood Insurance Program (NFIP), which is administered by the Federal Emergency Management Agency (FEMA). NFIP provides federal flood insurance and federally financed loans for property owners in flood prone areas. To qualify for federal flood insurance, the City must identify flood hazard areas and implement a system of protective controls.

See the Public Safety Element under "Guarding Against Flooding and Dam Inundation" for additional information on the NFIP.

The Federal Clean Air Act

The Federal Clean Air Act (CAA) sets national ambient air quality standards (NAAQS) for six pollutants: carbon monoxide, ozone, particulates, nitrogen dioxide, sulfur dioxide and lead. In 1997, the U.S. Environmental Protection Agency (EPA) revised the NAAQS for ozone and total inhalable particulate matter (PM 10) and adopted new standards for fine particulate matter (PM 2.5) The CAA requires designated agencies in any region of the nation not meeting NAAQS to prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The U.S. EPA granted the SCAQMD a five-year extension, requiring the Basin to achieve federal PM10 air quality standards by 2006. The CAA was amended in 1977 and 1990 to extend deadlines for compliance and the preparation of

See the Air Quality Element under "The Federal Clean Air Act" for additional information on this topic.



revised State Implementation Plans (SIP). In response, the Governor of California designated agencies to develop these plans.

Toxic Release Inventory

See the Public Safety Element under "Managing Hazardous Materials" for more information on the TRI.

The EPA has established the Toxics Release Inventory (TRI), a publicly available database that contains information on toxic chemical releases and other waste management activities of chemicals reported annually by certain industry groups as well as Federal facilities.

Superfund Act

See the Public Safety Element under "Managing Hazardous Materials" for more information on the superfund Act.

The Superfund Act is a federal law designated to protect the environment from risk created from previous chemical disposal practices. Under the Superfund program, abandoned, accidentally spilled, or illegally dumped hazardous waste that pose a current or future threat to human health or the environment are cleaned up. To accomplish its mission, EPA works closely with communities, responsible parties, scientists, researchers, contractors and State, local, tribal and Federal authorities. Together with these groups, EPA identifies hazardous waste sites, tests the conditions of the sites, formulates cleanup plans and cleans up the sites.

STATE OF CALIFORNIA PLANS & PROGRAMS

California Clean Air Act

See the Air Quality Element under "California Clean Air Act" for more information on this topic.

In 1988, the California Legislature enacted the California Clean Air Act (CCAA). It established a legal mandate to achieve health-based state air quality standards, which are more health protective than national standards, at the earliest practical date. The CCAA requires regional emissions to be reduced by five percent or more per year (or 15 percent or more in a three-year period) until attainment is demonstrated. Each region that did not meet a national or state air quality standard was required to prepare a plan that demonstrated how the five-percent reduction was to be achieved.

California Environmental Quality Act & Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for thorough environmental analysis of projects that might affect the environment. The provisions of the law and environmental review procedures are described in the CEQA Statutes and the CEQA Guidelines. Implementation of CEQA ensures that during the decision making stage of development, City officials and the general public will be able to assess

the noise impacts associated with public and private development projects. The City has an adopted resolution (Resolution #19478) outlining its own rules and procedures for implementing CEQA.

California Noise Insulation Standards (Title 24)

The California Commission of Housing and Community Development officially adopted noise standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2, California Code of Regulations). As revised, Title 24 of the State Code establishes an interior noise standard of 45 dBA for residential space (CNEL or Ldn). Acoustical studies must be prepared for residential structures that are to be located within noise contours of 60 dBA or greater from freeways, major streets, thoroughfares, rail lines, rapid transit lines or industrial noise sources. The studies must demonstrate that the building is designed to reduce interior noise to 45 dBA or lower.

See the Noise Element under "Scope and Content of the Noise Element" for more information on Noise.

Alquist-Priolo Earthquake Fault Zoning Act

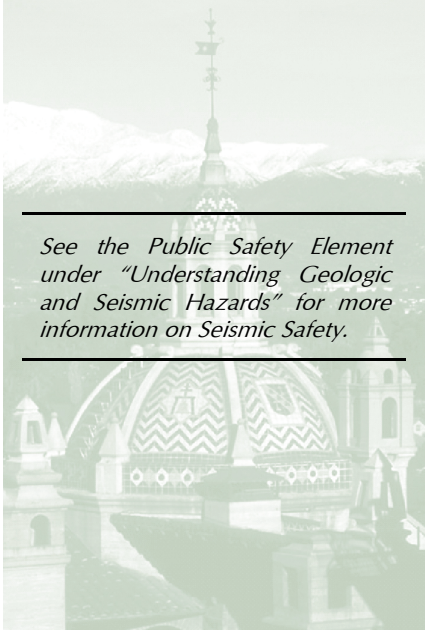
The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently and potentially active major faults. Cities and counties that contain such zones must inform the public regarding the location of these zones, which are usually one-quarter mile or less in width. Proposed development plans within these earthquake fault zones must be accompanied by a geotechnical report prepared by a qualified geologist describing the likelihood of surface rupture. As a matter of information, there are no such zones within the City or its Sphere of Influence.

See the Public Safety Element under "Understanding Geologic and Seismic Hazards" for more information on Seismic Safety.

Seismic Hazards Mapping Act

Pursuant to the Seismic Hazards Mapping Act, the State Geologist prepares maps identifying seismic hazard zones. Development in seismic hazard areas is subject to policies and criteria established by the State Mining and Geology Board. In addition, approval of development on a site within a seismic hazard area requires the preparation of a geotechnical report and local agency consideration of the policies and criteria set forth by the State Mining and Geology Board (Public Resources Code Section 2690 et. seq.).

See the Public Safety Element under "Understanding Geologic and Seismic Hazards" for more information on Seismic Safety.



Landslide Hazard Identification Program

See the Public Safety Element under "Understanding Geologic and Seismic Hazards" for more information on Landslides.

The Landslide Hazard Identification Program requires the State Geologist to prepare maps of landslide hazards within urbanizing areas. According to the Public Resources Code Section 2687 (a), public agencies are encouraged to use these maps for land use planning and for decisions regarding building, grading and development permits.

Cobey-Alquist Floodplain Management Act

See the Public Safety Element under "Guarding Against Flooding and Dam Inundation" for more information on Floodplains.

The Cobey-Alquist Floodplain Management Act encourages local governments to plan, adopt and enforce land use regulations for floodplain management, in order to protect people and property from flooding hazards. The Act also identifies requirements which jurisdictions must meet in order to receive State financial assistance for flood control.

REGIONAL & COUNTY AGENCIES' PLANS

Air Quality Management Plan

See the Air Quality Element under "Air Quality Management Plan" for more information on this topic.

Both California and the Federal government require non-attainment areas, such as the South Coast Air Basin, to prepare an Air Quality Management Plan (AQMP) to reduce air pollution to healthful levels mandated by law. The California Clean Air Act of 1988 and amendments to the federal Clean Air Act in 1990 required stricter air pollution control efforts than ever before. For example, the State of California must submit plans to the Federal government showing how non-attainment areas in California will meet Federal air quality standards by specific deadlines.

The 1994, 1997 and 2003 South Coast Air Basin AQMP's incorporate a number of measures to reduce air pollution in the Basin in order to meet federal and State requirements. These measures include strategies to meet federal and State standards for CO, PM_{10}, NOX and ozone; control of toxic air contaminants and acutely hazardous emissions; and control of global warming and ozone depleting gases. These measures are updated periodically.

For the Basin, the South Coast Air Quality Management District is the lead agency in charge of, with input from the Southern California Association of Governments (SCAG), developing the Regional Air Quality Management plan. The SCAQMD is responsible for the overall development and implementation of the AQMP, which covers the South Coast Air Basin and other areas within the SCAQMD's jurisdic-

tion. The AQMP is a comprehensive plan that includes control strategies, many of which fall under the City's responsibilities.

Santa Ana River Task Force Plan

The Santa Ana River is the focus of a separate planning effort. Created in August 2003 by Mayor Ronald O. Loveridge, the Santa Ana River Task Force was charged with developing a vision for the Santa Ana River within the City limits and identifying resources to implement the vision. The Task Force was comprised of twenty individuals representing different facets of expertise. The Task Force envisions a Santa Ana River parkway that combines urbanized and natural portions of the River with active recreational uses, such as playgrounds and playing fields, commercial opportunities, including restaurants, shops and golf courses, alongside native riparian and wetlands communities connected by a series of trails that link other parts of the City to the River.

See the Land Use and Urban Design Element under "Citywide Objectives: Protecting Riverside's Natural Environment – Santa Ana River" and the Open Space Element under "The Santa Ana River" for more information on this topic.

In particular review Objectives LU-1, LU-2 and OS-7.

March Joint Powers Authority (JPA), March JPA General Plan & March Inland Port (MIP)

The March JPA is a public entity created for the purpose of addressing the use, reuse and joint use of realigned March Air Force Base (MAFB). The four individual public entities that cooperatively formed the JPA are the cities of Perris, Moreno Valley and Riverside and the County of Riverside. The JPA was created by separate resolutions of the four jurisdictions in September 1993.[1]

See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation – Airport Operations" and the Noise Element under "Minimizing Noise Impacts" for more information on MARB/MIP.

In particular review Objectives LU-~~21~~22, LU-~~22~~23, PS-4 and –3.

The March JPA General Plan is a long range comprehensive plan designated to outline and delineate use and development of the former MAFB, prior to the base realignment in April 1996 to March Air Reserve Base (MARB). Realignment of March resulted in approximately 4,400 acres of property and facilities for disposal by the Federal government and created an opportunity for joint use of the airfield for civilian use. The land use designations of the March JPA General Plan Land Use Plan are divided into four general classifications, with a total of 13 distinct land use designations. Buildout of the March JPA Planning Area will account for 24 million sq. ft of commercial/industrial/office development, and upwards to 38,000 jobs.

The March JPA along with the U.S. Air Force pursued the establishment of March Air Field as a joint use airport. The Air Force defines a "joint use airport" as one where the facilities which are owned and operated

[1]March Joint Powers Authority website, http://www.marchjpa.com/MJPA.html

by the Air Force are made available for use by civil aviation. A joint use agreement between these parties was executed May 7, 1997, along with land leases for over 300 acres as the civilian airport name March Inland Port."

Under the provisions of the Joint Use Agreement, the March Inland Port (MIP) is open for business. The MIP is the civilian facility that is managed and operated by the MIP Airport Authority (MIPAA). The Authority's marketing partner is the March Inland Port Development, LLC (the Lynxs Group). With premier aviation facilities and highly competitive fees, MIP can accommodate even the largest of air cargo planes and operations. Over the past 18 months, MIP has provided Boeing Corporation a place to test their largest aircrafts, the 777 and 747-400.

March Inland Port boasts an operational airfield, with a 13,300 lineal foot runway and fully manned control tower. With more than one million square feet of ramp area fully stressed to accommodate aircraft up to 900,000 pounds, the MIP has more than 350 acres of runway accessible property available for development. Fees for aviation operations are the lowest in Southern California. Operationally, the aviation field can accommodate 200,000 operations. MIP is open for business today. All criteria and regulations have been met.[2]

Riverside County Integrated Project (RCIP)

The RCIP is a comprehensive, three-part, integrated program balancing the housing, transportation and economic needs of a large population with the existing environment and available natural resources. RCIP accommodates continued growth by integrating the Riverside County General Plan with transportation and environmental issues. The three parts of the RCIP are the Multiple Species Habitat Conservation Plan (MSHCP), Community, Environmental and Transportation Acceptability Process (CETAP) and the Riverside County General Plan.

[2]The March Inland Port Airport website, http://www.marchjpa.com/MIP.html

Riverside County Hazardous Waste Management Plan

The Riverside County Hazardous Waste Management Plan (HWMP) identifies current and projected future hazardous waste generation and management needs throughout the County. The HWMP provides a framework for the development of facilities to manage hazardous wastes, i.e. facility siting criteria. The HWMP also includes a Households Hazardous Waste Element that is designed to divert household hazardous wastes from the County's landfills.

See the Public Safety Element under "Managing Hazardous Materials" for more information on the HWMP.

The County HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and cities are required to implement facility siting policies and criteria within local planning and permitting processes.

City/County Coordination

Over the years, the City of Riverside and Riverside County have established many cooperative agreements to coordinate on issues affecting both jurisdictions. Past and ongoing efforts include the Washington Alessandro Committee to address traffic circulation in southeastern most portion of the City and nearby County lands, City participation in the County's Regional Comprehensive Integrated Plan (RCIP) and a Memorandum of Understanding for review of projects in neighboring areas of the cities and the County of Western Riverside County, including adoption and implementation of complementary design guidelines for new development.

See the Land Use and Urban Design Element under "Our Neighborhoods – Sphere of Influence" for more information on City/County Coordination.

In particular review Objectives LU-~~85~~87 and LU-~~86~~88.

Riverside County Airport Land Use Compatibility Plan

The Riverside County Airport Land Use Compatibility Plan, adopted by the Airport Land Use Commission October 14, 2004, established policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The plan includes compatibility criteria and maps for the influence areas of individual airports, including the Riverside Municipal and Flabob Airports. Future amendments to the plan will include the addition of March Air Reserve Base/March Inland Port Airport to the plan. The plan spells out the procedural

See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for additional information on Airport Compatibility.

In particular review Objectives LU-~~21~~22, LU-~~22~~23, PS-4 and N-2.

requirements associated with the compatibility review of development proposals.[3]

UCR Long-Range Development Plan

The University of California, Riverside uses its Long-Range Development Plan (LRDP) as the guiding document for the physical growth of the campus. Last approved by the Board of Regents in 1990 for growth up to 18,050 by the year 2005, the LRDP was updated recently to prepare for an even larger anticipated enrollment. The planning process for this recent LRDP update involved the campus community, City and County leadership and members of the larger Riverside community. Key objectives in this updated LRDP include expanding graduate-level educational facilities and housing on the West Campus portion of the University's property (west of Interstate 215), integrating land uses on the West Campus area to complement University Avenue, and creating open space linkages between the East and West Campus areas.

CITY OF RIVERSIDE RELATED PLANS & CODES

Subdivision & Zoning Codes

Titles 18 and 19 of the Municipal Code, the Subdivision and Zoning Codes, respectively, serve as the primary implementation tools for the General Plan. The City comprehensively revised both Titles in 2003-05 to reflect new directions and policies established by this General Plan. The Zoning Code addresses airport, railway and floodplain areas through special regulations to minimize the potential impacts to and from new development in areas subject to these associated hazards.

Building & Grading Codes

The City has adopted the Uniform Building Code, Uniform Mechanical Code, Uniform Fire Code, the National Electrical Code and other related codes that contain structural requirements for existing and new buildings (Title 16). The Codes are designed to insure structural integrity during seismic and other hazardous events and to prevent personal injury, loss of life and substantial property damage. To protect the public, all development in Riverside is subject to these Codes.

The Grading Code (Title 17) regulates the moving of earth and shaping of land for development projects, with the primary aims of protecting

[3] Draft Riverside County Airport Land Use Compatibility Plan, April 2004.

public health and safety and guarding against grading practices inconsistent with City aesthetic and other goals for hillside, arroyo and other topographical and ecologically sensitive areas.

Cultural Resources Code

Preservation of Riverside's cultural resources fosters civic and neighborhood pride, forms the basis for identifying and maintaining community character and enhances livability within the City. Title 20 of the City Municipal Code provides for the identification, protection, enhancement, perpetuation and use of improvements, buildings, structures, signs, objects, features, sites, places, areas, districts, neighborhoods, streets, works of art, natural features and significant permanent landscaping having special historical, archaeological, cultural, architectural, community, aesthetic or artistic value in the City.[4]

Noise Code

Title 7 of the City Municipal Code defines various classes of noise and identifies noise regulation standards based on those classes. Certain noise sources are prohibited and the Code establishes an enforcement process. The Code establishes allowable exterior noise levels for residential, office/commercial, industrial, community support, public recreational facility and non-urban districts. Specific standards for daytime and nighttime hours are also provided. The Code establishes guidelines for acoustic studies, noise measurement and noise attenuation measures.

Park & Recreation Master Plan

In 2003, the City adopted a Park and Recreation Master Plan that was a comprehensive report addressing the adequacy of riverside's park and recreation facilities, as well as future needs and opportunities. The report also addressed the Trails Master Plan and made recommendations to the trails system as it pertains to park, recreation and open space connections.[5]

Riverside Municipal Airport Master Plan

[4]City of Riverside Municipal Code, Title 20, Cultural Resources.

[5]City of Riverside Park and Recreation Master Plan Update 2003.

See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for additional information on the Riverside Municipal Airport.

In particular review Objectives LU-~~21~~22, LU-~~22~~23, PS-4 and N-2.

The City of Riverside operates the Riverside Municipal Airport. In 1999, the City prepared an Airport Master Plan, entailing a comprehensive analysis of airport facility needs and alternatives, with the purpose of providing guidance for the future development of the Municipal Airport. The primary objective of the Master Plan is to develop and maintain a long-term development program which meets the needs of the Airport. This Master Plan addresses aircraft noise, identifies specific locations within the City impacted by operations at the Airport and identifies specific noise/land use compatibility guidelines for development potentially affected by the Riverside Municipal Airport.